



Division of Operations
Mitchell Region Design Office
Better Lives Through Better Transportation
1300 S Ohlman St - PO Box 1206, Mitchell, SD 57301
Phone: 605-995-8129 | Fax: 605-995-8135
dot.sd.gov

May 19, 2023

TO: Interested Bidders

ADDENDUM 2

RE: 0009-271 & 0009-271, Sioux Falls Areawide – PCN I6XU & I77W
2023 On-Call Pavement Restoration on various routes throughout the Sioux Falls Area

The following addenda to the contract proposal will be inserted and made a part of your contract proposal and plans for the above referenced projects:

PROPOSAL

Discard the existing DOT-123 Contract Proposal and replace it with the attached revised DOT-123 Contract Proposal. The Traffic Control Miscellaneous item has been deleted from the Estimated Quantities and Cost for PCN I77W.

PLANS

Discard existing Sheet 8 of 40 and replace it with the attached revised Sheet 8 of 40. The Temporary Pavement Marking (TPM) notes were revised to indicate that the cost for TPM will be included in the temporary marking items provided.

Proposal and Plans (and Addenda, when applicable) can be accessed at the following link: <https://apps.sd.gov/HC65BidLetting/RegionDefault.aspx> Prior to submitting a bid, it is the bidder's responsibility to examine the project in accordance with Section 2.5 of the specifications. It is also the bidder's responsibility to acknowledge and account for any addenda issued prior to bid opening.

Please verify that all required information is complete prior to mailing bid documents.

Very truly yours,

DEPARTMENT OF TRANSPORTATION
Travis Dressen, Region Engineer

Monte Rice, Region Design Engineer

cc: Bennett – Construction and Maintenance
R. Johnson/Paul/Kruger – Operations Support
Hansen – Civil Rights
Johnston/Pfaff/Aalberg/Vandam/Thompson – Sioux Falls Area
Weisz – Operations
Horstman – Materials
Leiferman – Project Development
Kaus – Data Inventory

**SOUTH DAKOTA DEPARTMENT OF TRANSPORTATION
CONTRACT PROPOSAL**

DOT-123
February 2021
1 of 2
Rev. 5/19 MR

CODE	PROJECT			MAINT UNIT	CONTROL REFERENCE	AFE	FUNCTION	BEGIN MRM	END MRM
	PRE	ROUTE	AGR						
		0009		271		I6XU	2129		
		0009		271		I77W	2129		

CITY AND/OR COUNTY: Sioux Falls Areawide **BUDGET SOURCE:** Contract Maintenance

REGION MATERIALS CERTIFICATION REQUIRED: YES NO **WIP #:** _____
CERTIFIED INSPECTORS/TESTERS REQUIRED: YES NO
TO BE INSTALLED ON CM&P: YES NO

TYPE, PURPOSE AND LOCATION OF WORK: On-Call Pavement Restoration on Various Routes within the Sioux Falls Area.

ESTIMATE OF QUANTITIES AND COST FOR 0009-271 PCN I6XU

BID ITEM NUMBER	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT
009E0010	Mobilization	Lump Sum	LS	Lump Sum	
320E1200	Asphalt Concrete Composite	200	Ton		
380E5030	Nonreinforced PCC Pavement Repair	424.4	SqYd		
380E5100	Continuously Reinforced PCC Pavement Repair	200.7	SqYd		
380E6000	Dowel Bar	801	Each		
380E6110	Insert Steel Bar in PCC Pavement	1329	Each		
380E6310	Seal Random Cracks in PCC Pavement	50	Ft		
390E0200	Repair Type A Spall	10	SqFt		
634E0010	Flagging	100	Hour	\$36.03	
634E0110	Traffic Control Signs	423.6	SqFt		
634E0120	Traffic Control Miscellaneous	Lump Sum	LS	Lump Sum	
634E0275	Type 3 Barricade	20	Each		
634E0420	Type C Advance Warning Arrow Board	2	Each		
634E0600	4" Temporary Pavement Marking Tape Type I (24" White Stop Bars)	2688	Ft		
634E0640	Temporary Pavement Marking	3840	Ft		
634E0900	Portable Temporary Traffic Control Signal	2	Unit		
634E1215	Contractor Furnished Portable Changeable Message Sign	2	Each		
TOTAL					

ESTIMATE OF QUANTITIES AND COST FOR 0009-271 PCN I77W

BID ITEM NUMBER	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT
009E0197	Mobilization 1	10	Each		
380E5030	Nonreinforced PCC Pavement Repair	240	SqYd		
380E5100	Continuously Reinforced PCC Pavement Repair	100	SqYd		
380E6000	Dowel Bar	240	Each		
380E6110	Insert Steel Bar in PCC Pavement	360	Each		
634E0010	Flagging	50	Hour	\$36.03	
634E0110	Traffic Control Signs	422	SqFt		
634E0126	Traffic Control for Pavement Repair	10	Site		
634E0275	Type 3 Barricade	10	Each		
634E0420	Type C Advance Warning Arrow Board	2	Each		
634E0640	Temporary Pavement Marking	2640	Ft		
634E1215	Contractor Furnished Portable Changeable Message Sign	2	Each		
TOTAL					

GRAND TOTAL

**SOUTH DAKOTA DEPARTMENT OF TRANSPORTATION
CONTRACT PROPOSAL**

DOT-123
February 2021
2 of 2
Rev. 5/19 MR

CODE	PROJECT			MAINT UNIT	CONTROL REFERENCE	AFE	FUNCTION	BEGIN MRM	END MRM
	PRE	ROUTE	AGR						
		0009		271		I6XU	2129		
		0009		271		I77W	2129		

CONTRACTOR'S PROPOSAL STATEMENT

The undersigned agrees to offer the labor and material in the quantities, at the unit price, for the purpose, in the place, and in accordance with attached provisions. The Contractor will provide services in compliance with the Americans with Disabilities Act of 1990 and any amendments.

SUBSTANTIAL COMPLETION DATE See Special Provision

FIELD WORK COMPLETION DATE May 17, 2024

SUBSCRIBED AND SWORN TO BEFORE ME THE

DAY OF _____, 20__

NOTARY _____

My Commission Expires: _____

DATE _____ **(SEAL)**

PROPOSED START DATE _____

SIGNATURE _____

PRINTED NAME _____

COMPANY _____

STR. ADDRESS _____

CITY, STATE, ZIP _____

PHONE NUMBER _____

FEDERAL TAX ID NUMBER _____

TO BE FILLED OUT BY STATE PERSONNEL:

The parties agree that the Department of Transportation may execute this contract by electronic signature.

RECOMMENDED FOR APPROVAL:

_____	_____	CONSTRUCTION & MAINTENANCE ENGINEER	DATE
AREA / REGION / OPS ENGINEER	DATE	_____	DATE
		DIRECTOR OF OPERATIONS	DATE
		_____	DATE
		INTERNAL SERVICES / AUDITS	DATE

ACCEPTED BY SOUTH DAKOTA DEPARTMENT OF TRANSPORTATION

NAME _____ **TITLE** _____ **DATE** _____

IF FEDERAL FUNDS WILL BE EXPENDED UNDER THIS AGREEMENT, ACCEPTANCE BY PROJECT DEVELOPMENT IS REQUIRED

PROJECT DEVELOPMENT ENGINEER **DATE**

TEMPORARY PAVEMENT MARKING

Temporary pavement marking on centerline will consist of temporary flexible vertical markers (tabs) and will be used as depicted on Standard Plate 634.25 when the stop condition must remain in place during nighttime hours 9:00PM to 6:00AM.

Cost for temporary pavement marking will be included in the contract unit price per foot for Temporary Pavement Marking.

Temporary pavement marking for stop bars will consist of 4" Temporary Pavement Marking Tape Type I. Placement of each 24" white stop bar may be accomplished by placing six pieces of 4" x 12' tape adjacent to one another. Each workspace requires two stop bars which is an equivalent of approximately 144' of 4" tape.

Cost for temporary pavement marking for stop bars will be included in the contract unit price per foot for 4" Temporary Pavement Marking Tape Type I.

CONTACTOR FURNISHED PORTABLE CHANGEABLE MESSAGE SIGN

One week prior to starting work affecting the traveling public, portable changeable message signs (PCMS) will be installed at locations detailed in the plans to notify drivers of the upcoming construction. The Contractor will program the portable changeable message signs with the following message:

ROAD WORK
STARTS (Date)

ONE LANE
AHEAD

REDUCE
SPEED

When work begins that will affect traffic patterns, the Contractor will re-program the PCMS with the messages as detailed in the plans.

LANE CLOSURES

Interstate lane closures shorter than 5 miles will be used if 5 miles is greater than the length of work that can be accomplished in one day's production. More than one lane closure may be permitted; however, there will be a minimum of a three-mile section between lane closures, excluding the tapers.

Interstate lane closures will be removed when work will not be occurring for a period of 3 or more calendar days. Activities that do not involve workers being present, such as curing time for concrete, constitute work. Lane closures will not be set up on a Friday if no work will be occurring on Saturday or Sunday. In these cases, the lane closure will be installed on Monday.

MAINTENANCE OF TRAFFIC – PCC PAVEMENT REPAIR

Quantities for Traffic Control for Pavement Repair per site have been included for the on-call pavement repair PCN i77w. A site will be measured for each traffic control lane closure set-up necessary for pavement repairs. A site will not be measured for payment for modifications to lane closures such as switching lanes or changing the length. All specifications associated with the item Traffic Control Miscellaneous as per section 634 will apply to Traffic Control for Pavement Repair. All costs included in the item Traffic Control Miscellaneous as per section 634 will be included in the cost for Traffic Control for Pavement Repair per each site.

Additional Type 3 Barricades will be installed facing traffic within the closed lane at a spacing of 1/4 mile. At intersecting roadways, two additional Type 3 Barricades will be used to block the entire closed lane and shoulder.

Each mainline concrete repair location from which the in-place concrete has been removed will be marked with a minimum of two reflectorized drums.

Construction workspaces on undivided roadways will be limited to 300 feet in Length for lane closures using stop signs. Drivers in two-way traffic workspaces must be able to see approaching traffic through and beyond the work zone. If traffic cannot see approaching vehicles, 24-hour flagging will be required.

Construction workspaces in urban areas will be limited to 3 blocks in length. The minimum distance between workspaces will be 3 blocks.

When work is in progress within an intersection, Flaggers will be required to direct traffic.

Holes adjacent to centerline in the lane open to traffic created during removal and replacement of PCC Pavement Repair areas will be filled with gravel cushion material and cold-mix asphalt concrete prior to opening the lane to traffic. Gravel cushion material and cold-mix asphalt concrete will be furnished by the Contractor.

Holes in the asphalt concrete shoulders created during removal and replacement of PCC Pavement Repair areas will be filled with gravel cushion material and hot-mix asphalt concrete (to match the shoulder surfacing) prior to opening the lane to traffic. Hot-mix asphalt concrete will be furnished by the Contractor at no additional cost to the State.

Cost for furnishing, hauling and placing asphalt concrete will be incidental to the contract unit price per square yard for Nonreinforced PCC Pavement Repair.

Routing traffic onto the mainline shoulders during any phase of the construction will not be allowed.

Damage to the shoulders, median or ditch due to the Contractor's operations will be repaired by the Contractor, to the satisfaction of the Engineer, at no expense to the State. This includes the apparent routing of traffic onto these shoulders around the work zones.

Traffic approaching the project from intersecting roadways, streets and approaches must be adequately accommodated. Major intersections or large commercial entrances may require additional signing, flaggers and other traffic control devices on a temporary basis until work activities pass these areas.

Cost for material (except signs, corresponding supports and hardware), labor, delivery, set up and maintenance of all necessary traffic control devices for each

MAINTENANCE OF TRAFFIC – PCC PAVEMENT REPAIR (CONTINUED)

site will be included in the contract unit price per site for Traffic Control for Pavement Repair. Cost for signs, corresponding supports and hardware will be included in the contract unit price per square foot for Traffic Control Signs, per Specification.